

CLAIMS

WHAT IS CLAIMED IS:

1. A vehicle comprising:

a rear wheel having a rear axle assembly;

two front wheels;

a front axle assembly operably connected to each of the two front wheels;

a frame having a front end and a rear end, the rear end of the frame formed as a fixed fork, the fixed fork being supported by the rear axle assembly, the front end of the frame being supported by the front axle assembly;

a stem having upper and lower portions, the lower portion of the stem operably connected to the front axle assembly; and

a handlebar having a primary axis, the handlebar connected to the upper portion of the stem and the stem being shaped such that the primary handlebar axis is positioned forward of the front axle assembly.

2. The vehicle of claim 1 further including a crank having two pedals connected at opposite ends of the crank, the crank driving the rear wheel.

3. The vehicle of claim 2 further including a chainwheel operably connected to the crank and a chain, the chain operably passing over the chainwheel and the rear wheel such that the chain causes the rear wheel to rotate.

4. The vehicle of claim 3 further including a freewheel hub gear system.
5. The vehicle of claim 3 wherein the front axle assembly includes a steer tube operably connected to the stem and the two front wheels, wherein the steer tube rotates with the stem in a predetermined range of motion.
6. The vehicle of claim 5 wherein the predetermined range of motion is determined by a first tie rod and a second tie rod, the first and second tie rods being connected to the front two wheels in front of the front axle.
7. The vehicle of claim 1 further including a plate supported by a post on the frame.
8. The vehicle of claim 7 wherein the plate is positioned at a height substantially even with a rider's knees when the rider straddles the plate.
9. The vehicle of claim 8 further including a crank having two pedals connected at opposite ends of the crank, wherein the post also supports the crank, such that when the rider stands on the pedals the substantially vertically-oriented plate is between the rider's knees.
10. The vehicle of claim 8 wherein the height of the plate is adjustable.
11. The vehicle of claim 7 wherein the plate is positioned at a height substantially even with an average rider's knees.
12. The vehicle of claim 7 wherein the plate has a pad thereon.
13. The vehicle of claim 12 wherein the pad is shaped so as to comfortably fit between a rider's legs during operation of the vehicle.

14. The vehicle of claim 1 wherein the front axle assembly further includes a main axle connected to the two front wheels, the main axle being positioned rear of the first and second tie rods.
15. The vehicle of claim 14 wherein the stem is connected to the steer tube via a headset and head tube.
16. The vehicle of claim 1 wherein the upper portion of the stem is positioned forward of the lower portion of the stem.
17. The vehicle of claim 1 wherein the stem is adjustable in height.
18. The vehicle of claim 1 further including a deck being supported by the frame rearward of the front axle assembly, the deck having sufficient surface area to allow a rider to stand thereon during operation of the vehicle;
19. The vehicle of Claim 18 wherein the deck is substantially flat.
20. The vehicle of claim 18 wherein the deck has a center portion and two side portions, the two side portions being formed at a decline from the center portion.
21. The vehicle of claim 18 further including a crank having two pedals connected at opposite ends of the crank, wherein the deck is mounted at a vertical height with respect to a ground, and the crank has a center that is positioned a approximately the same vertical height with respect to the ground as the deck.
22. The vehicle of claim 18 further including a crank having two pedals connected at opposite ends of the crank, wherein the deck is mounted at a vertical height with respect to ground and the crank has a center that is positioned slightly above the vertical height of the deck.

23. A vehicle comprising:

a rear wheel having a rear axle assembly;

two front wheels;

a front axle assembly operably connected to each of the two front wheels;

a frame having a front end and a rear end, the rear end of the frame formed as a fixed fork, the fixed fork being supported by the rear axle assembly, the front end of the frame being supported by the front axle assembly;

a stem having upper and lower portions, the lower portion of the stem operably connected to the front axle assembly;

a handlebar having a primary axis, the handlebar connected to the upper portion of the stem; and

a deck supported by the frame rearward of the front axle assembly, the deck having sufficient surface area to allow a rider to stand thereon during operation of the vehicle.

24. The vehicle of claim 23 further including a plate supported by a post on the frame.

25. The vehicle of claim 24 wherein the plate is positioned at a height substantially even with a rider's knees when the rider straddles the plate.

26. The vehicle of claim 24 further including a crank having two pedals connected at opposite ends of the crank, wherein the post also supports the crank, such that when the rider stands on the pedals the plate is between the rider's knees.

27. The vehicle of claim 24 wherein the height of the plate is adjustable.
28. The vehicle of claim 24 wherein the plate is positioned at a height substantially even with an average rider's knees.
29. The vehicle of claim 24 wherein the plate has a pad thereon.
30. The vehicle of claim 29 wherein the pad is shaped so as to comfortably fit between a rider's legs during operation of the vehicle.
31. A vehicle comprising:
- a rear wheel having a rear axle assembly;
 - two front wheels, each of the two front wheel having a tire tread width of at least 3 inches
 - a front axle assembly operably connected to each of the two front wheels, the front axle assembly includes a main axle connected to the two front wheels, and a first tie rod and a second tie rod connected to the front two wheels in front of the main axle;
 - a frame having a front end and a rear end, the rear end of the frame formed as a fixed fork, the fixed fork being supported by the rear axle assembly, the front end of the frame being supported by the front axle assembly;
 - a stem having upper and lower portions, the lower portion of the stem operably connected to the front axle assembly; and
 - a handlebar having a primary axis, the handlebar connected to the upper portion of the stem.

32. The vehicle of claim 24 wherein the front axle assembly provides an Ackerman-type steering assembly.
33. The vehicle of claim 31 wherein the front axle assembly includes a steer tube operably connected to the stem and the two front wheels, wherein the steer tube rotates with the stem in a predetermined range of motion.
34. The vehicle of claim 33 wherein the predetermined range of motion is determined by a first tie rod and a second tie rod, the first and second tie rods being connected to the front two wheels in front of the front axle.
35. A method for riding a vehicle having a rear wheel, two front wheels, a front axle assembly operably connected to the two front wheels, a frame tube connected to the front axle assembly, a pair of pedals connected to a crank for driving the rear wheel, a pad connected to the frame tube via a support post, and a deck mounted on the frame tube, the method comprising:
- rotating the pair of pedals to drive the vehicle;
 - in a first position, operating the vehicle while standing on the deck; and
 - in a second position, operating the vehicle while back leaning against the pad.
36. The method of claim 35 further including, in a third position, operating the vehicle with one foot on one of the pair of pedals and a second foot on the deck.
37. The method of claim 35 further including exerting a lateral pressure against a side of the pad while executing a turn.

38. The method of claim 35 further including exerting a lateral pressure against a side of the pad to cause at least one of the two front wheels to be raised off of the ground.

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